

NO FISH IN AT THIS PORT.

ROUGH WEATHER KEPT THE
FLEET TIED UP AT THE
WHARVES YESTERDAY.

There have been no fishing arrivals since last report. Yesterday the fleet all remained in port because of the heavy northwester, the only crafts to sail being the little market boats, Annie and Jennie and Stranger, and they both went to Boston, to market their small catches of fish at T wharf today. Incidentally it might be noted that these are the only arrivals at T wharf this morning.

None of the boats went out during the night, but this morning, although it is still rough and blowing outside, several of their number went out, also a big fleet of the off-shore vessels, all of which will have a fine run off to the fishing grounds.

Vessels Sailed.

Sch. Senator Gardner, salt trawl banking.
Sch. Bohemia, salt trawl banking.
Sch. Ella G. King, Newfoundland coast salt codfishing trip.
Sch. Kineo, halibuting.
Sch. Lucania, haddocking.
Sch. Frances P. Mesquita, haddocking.
Sch. Effie M. Prior, haddocking.
Sch. Mary E. Cooney, haddocking.
Sch. Gladys and Nellie, haddocking.
Sch. Stranger, Boston.
Sch. Annie and Jennie, Boston.
Sch. A. C. Newhall, haddocking.
Sch. Margaret Dillon, haddocking.
Sch. Rebecca, haddocking.
Sch. Mooween, halibuting.

Today's Fish Market.

Georges handline salt cod, \$5.55 for large and \$5.00 for medium.
Georges halibut, 10½¢ per lb., for white and 7½¢ for gray.
Bank halibut, 10¢ per lb., for white and 8¢ for gray, with the heads off.
Salt cusk, large, \$2.50 per cwt.; medium, \$2.
Salt haddock, \$2 per cwt.
Salt hake, \$2 per cwt.
Salt pollock, \$2 per cwt.
Splitting prices for fresh fish:
Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80¢.
Cusk, large, \$1.75 per cwt.; medium, \$1.30; snappers 50¢.
Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Pensacola Receipts.

Receipts for last week at Pensacola, Florida, were:
Warren Fish Company, smack Clara P. Sewall, 21,000 lbs. red snappers; smack Ariola, 19,000 lbs. red snappers; smack Mineola, 20,000 lbs. red snappers and 4000 lbs. groupers; smack Osceola, 9000 lbs. red snappers; smack Emma Jane, 4000 lbs. red snappers; smack Mary L. Hart, 4000 lbs. red snappers and 4000 lbs. groupers; smack Emma Wixon, 3000 lbs. red snappers; smack Franklin, 2500 lbs. red snappers and 1000 lbs. groupers.
E. E. Saunders & Company, smack Priscilla, 11,000 lbs. red snappers; smack Favorite, 7000 lbs. red snappers; smack Angelina, 15,000 lbs. red snappers.

Some Like Horse Mackerel.

The American consul at Yarmouth reports that during the season recently closed fully 100 albacores were shipped to the United States. These fish, generally known as horse mackerel, are caught in the Bay of Fundy and are very large. One weighing 500 pounds with head eliminated is no rare sight. Rarely is one shipped weighing less than 300 pounds. Prior to a few years ago no attention was paid to shipping these fish, but it was discovered that they were marketable in Boston and that a certain class of people were fond of them, and the shipment has increased every year. The average price at Yarmouth the past season was 3½ cents a pound.

Protetizing Against Russia.

It is understood at St. Petersburg that American Ambassador Rockhill has communicated to the Russian government representations against the 12-mile limit in the proposed White Sea fishery bill.
The White Sea fishery bill, which is before the Douma, aims to extend the limit of territorial waters from three miles to 12 miles. Russia recently captured several English trawlers for fishing within the 12-mile limit from the mouth of the White Sea.

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WILL INCREASE 33 PER CENT.

Canadian Prediction of What Will Happen to Their Fishing Fleet.

United States Consul Deedmeyer, stationed at Charlottetown, P. E. I., in the course of a recent report, said: "When the pending American-Canadian reciprocity agreement is in force the number of craft and men employed in the Canadian waters will, it is expected, increase 33 per cent. This means a larger demand for all kinds of fishermen's supplies. "About 90 per cent. of the articles used in the fisheries are admitted free of duty. Among those on the free list may be mentioned the following: Fish hooks for deep sea or lake fishing, not smaller in size or number than 2.0, bank cod, pollock, and mackerel fish lines; mackerel, herring, salmon, seal, seine, mullet, net, and trawl twine in hanks or coil barked or not, in a variety of sizes and threads, including gilling thread in balls and head ropes for fishing nets; manila rope not exceeding 1 1/2 inches in circumference; barked marline; net morsels of cotton, hemp, or flax; and fishing nets or seines when used exclusively for the fisheries, not to include hooks, lines, or nets commonly used for sportsmen's purposes."

STRUCK BY WHITE SQUALL.

Mainsail of Sch. Edith Silveira Was Torn to Ribbons.

Wednesday was not a bad day out on the fishing grounds, but the southerly wind played tricks on the fishermen. The Edith Silveira was one of those that suffered from it. She was coming to Boston in the morning and had got to within 10 miles of Minot's light without mishap. Suddenly what the fishermen call a "white squall" struck her and ripped the mainsail, and then seized the larger pieces and tore them up like thin muslin, clearing the whole sail out. The crew had not time to reach the halyards before the sail was ruined. The foresail was not touched by the wind, nor did it appear to have felt it. Other vessels in the same vicinity were not touched by the squall, which seemed to have spent its force on the mainsail of the Edith Silveira.

Reorganization of the Booth Company.

A readjustment of the capitalization of the Booth Fisheries Company is underway. Chicago reports say there will be an authorized issue of debenture bonds to an amount not exceeding \$5,000,000. The debentures will bear six per cent. interest. It may be that not more than \$4,000,000 will be put out this time. From the proceeds of the sale, the present outstanding \$1,425,000 five per cent. debentures will be redeemed at par. Another portion of the proceeds will be used to purchase a salmon fisheries concern, whose name it has been announced is the Northern Fisheries Company.

Some time ago it was officially stated that from the proceeds of the sale of bonds a certain amount would be credited to the treasury as additional working capital.

There will be no change in the present issue of \$2,000,000 six per cent. preferred stock. There have been rumors that this issue would be succeeded by seven per cent. cumulative preferred.

Lost in the Lake Ice.

Two fishing tugs are believed to have been lost in the icy gales which swept Lake Erie Wednesday and Wednesday night. The tugs Sisco of Cleveland and the Silver Spray of Erie, Pa., which left Cleveland Wednesday morning with the fishing fleet, did not return as was expected. There are six men on the Silver Spray and eight on the Sisco.

Steam Fishing Tug Lost.

The steam fishing tug Silver Spray, with a crew of five men, was lost off the Cleveland breakwater, Lake Erie, in the fierce gale of Wednesday night. The bodies were all recovered. A last message from Capt. James F. Purdy, to his wife, and scribbled on a port hole cover which drifted ashore, was found yesterday on the lake front.

Looks Bad for Sealers.

Unfavorable news was received at St. John's, N. F., last night in the first wireless message from the sealing fleet which left port on Monday.

The message indicates that the ice-pack is unusually heavy and that unless milder conditions set in quickly the success of this year's sealing will be seriously affected.

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Maine Postpones Reciprocity Question.

In the Maine legislature Tuesday, Representative Hersey, who interrupted the Hogan reciprocity resolve on its second reading, succeeded in having it indefinitely postponed by the close vote of 61 to 58.

Herring Cargo at Halifax.

Sch. Iona, from Burin, N. F., arrived at Halifax, N. S., with 300 bbls. frozen herring, and 143 bbls. of salt herring.

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Maine Herring War Ended.

The big fight between the weir men and the seiners is at an end. Final arrangements were made Wednesday and it has been agreed that Senate bill 147, which requires that persons building weirs shall first get a license, shall be passed without opposition. All other bills, including the Mayo act, are indefinitely postponed. The law is therefore left exactly as it was, and the seiners have a right to fish as they did under the old law.

To Tow New Schooner.

Tug Eveleth has gone to Essex to tow around the new sch. Eleanor DeCosta, recently launched from the yard of Tarr & James.

On Salt Codfishing Trip.

Sch. Ella G. King sailed today on a salt codfishing trip to the Newfoundland coast, under command of Capt. Allen Evans.

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An Ancient Lobster.

Dennis White and Thomas Howson, dorymates on the sch. Alice M. Guthrie, brought in at T wharf yesterday what appeared to be a real ancient mariner of the lobster family. It was caught on one of their trawls on the southeast Georges. It was sold to Elmer Prior, who paid the two men a good sum. The lobster weighed 15 pounds and was two feet from the head to the end of the tail, 10 inches across the back, and had a single claw 20 inches long and 9 inches across. Its feelers measurer 16 inches.

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BUILDING VESSELS RAPIDLY.

Nova Scotia Getting Into the Fishing Game in Earnest.

They are building new fishing vessels at Lunenburg and Shelburne, N. S., so fast that it is hard work to keep account of them. A few days ago, what is considered the finest fishing craft in the Nova Scotia fleet, and the largest as well, was launched at Smith & Rhuland's yard at Lunenburg. She is termed an "improvement" on the famous Clintonia model and is 126 feet over all, 11 1/2 feet in the hold and 26 feet beam, which is certainly "some" vessel. The craft is for Adams & Knickle and will be commanded by the famous Capt. Dannie Zinck in the salt bank fishery, for which she will fit right away. Some thought "Reciprocity" would be a good name for her, but she has been christened Harry W. Adams.

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Want Protection from Americans.

H. H. Watson, member of the Provincial Parliament for Vancouver, urges the enactment of legislation providing for cruisers to patrol the halibut grounds in Hecate Strait to protect the banks against the encroachment of American fishermen. Watson said that \$60,000,000 worth of halibut had been taken from Hecate Strait, and that 80% of this enormous catch had been marketed in Seattle.

A Good Paying Season.

The sch. Marina, Capt. Schmisser of Middle LaHave, handlining, had a catch of 1480 quintals and after cancelling a bill for new foresail and fit and calking from keel to deck paid her shareholders a dividend of \$2243.62.

New Craft for Capt. Firth.

Capt. Uriah Firth will command sch. Judique in the dory handlining codfishery this season. Capt. John McKenzie will go in command of sch. Fannie A. Smith in the same line of fishing.

New Schooner Here.

The new sch. Eleanor DeCosta was towed around here yesterday afternoon from Essex by the tug Eveleth. She will be rigged and fitted at this port and will engage in the market fishery.

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ONLY 5000 IN AT BOSTON.

PRETTY SMALL SUPPLY FOR THE
DEMANDS OF SATURDAY
LENTEN TRADE.

Five thousand pounds of fish went so far toward supplying the trade of the T wharf dealers, but that is all they have to work on this morning. However, it is Saturday and they have some on hand, so they are not worrying much. They paid \$5 right through for the haddock and cod and by this time the fish are on the way to the consumer. The dealers are looking for a big fleet on Monday. They will probably get some off-shores all right but the shore boats will not fish today and the only chance they will have is that it may be a fish day Sunday. If it is not, there will be no shore fish on the market when the bell rings to start the week.

Boston Arrivals.

The receipts and prices in detail are:
Sch. Mary E. Cooney, 4000 haddock.
Sch. Reliance, 1000 cod.
Haddock and cod, \$5 per cwt.

Who Discovered Dogger Banks?

Who discovered the value of the famous Dogger bank fishing grounds? Thomas May Gray, one of the pioneers of the Grimsby fishing industry, says it was the skipper of a trawler named Button. Every few days Button reached Grimsby with huge catches of fish, and he resolutely declined to tell where he made his hauls. Efforts were made to follow Button's boat, but the skipper was too smart to be detected that way. He would run far out to sea, followed of course; shoot his trawl, and as soon as darkness fell he would lift his gear and slip quietly away. When daylight would come again Button was missing, and the next thing his jealous compatriots would hear would be that Button had been "in with another shipful." He kept his secret for some time, and had a glorious harvest all to himself.

An Unusual Plant.

In the 24th annual report of the Bureau of Industrial and Labor Statistics for the state of Maine for 1910 an interesting description is given of the plant of the Lane-Libby Fisheries Company, at Vinalhaven, with pictures telling perhaps more effectively than words of the enterprise of this well known firm. The report says the plant is the only one in the country combining a cold storage building to furnish bait for the fishermen, a fish factory to take care of their catch, and a glue and oil factory to take care of all the by-products. They pay out for labor at their factory from \$35,000 to \$50,000 a year, besides paying to the fishermen of Vinalhaven and along the coast from \$75,000 to \$125,000 a year for their catch. Their sales from all branches of the business reach over \$300,000 a year.

Growth at Lockeport, N. S.

The Clark's Harbor, N. S., Coast-Guard says:
"Within the year three large fish companies have been incorporated with headquarters at Lockeport, viz, the Lockeport Cold Storage Co., the Lockeport Shipping Company, and the Lockeport Fish Company. The incorporators of the two latter are mostly the same persons, and J. J. Lane is secretary. One corporation sets over to him a large block of preferred and common, for which Mr. Lane undertakes to build and deliver two knock-about schooners of 80 tons each."

Portland Fish Notes.

Not a pound of fish was landed in Portland Thursday either by the regular boats or the small craft. There is, however, no scarcity, though prices are firm.
F. S. Willard & Company, lobster dealers, shipped 2500 pounds of live lobsters to a Chicago concern Thursday, which were billed at 45 cents per pound, the highest prices ever quoted here on so large a lot. Lobsters are becoming exceedingly scarce, and still higher prices are probable.

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Fishing Fleet Movement.

Schs. Grace Darling, Oliver F. Kilham and Nathalie were at Yarmouth, N. S., Wednesday with fish fares.

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SAYS THERE WILL BE NO RECIPROCITY

CANADIAN PREDICTION

IS THAT IT WILL FAIL

-SENATOR HALE STILL

ACTIVE.

The Toronto World has taken pains to size up the situation at Washington and at Ottawa, and has come to the conclusion—and is not afraid to make the prediction—that there will be no reciprocity agreement ratified.

If, says the World, Sir Wilfred Laurier intends to go to England in May there is not the slightest possibility of the measure passing in the time intervening. If he decides to continue the house in session in May and June, there is still less chance of the proposal going through.

In June the census will have been taken, and he will be asked in July, if the house is in session, to pass a redistribution bill giving the northwest its proper representation; then he will be forced to go to the country on this reciprocity proposal, still unrattified by the house. The opposition can easily hold parliament in session to head off so momentous a proposition.

In the other direction, at Washington, all the indications go to show that a great political game is now on between the Democrats and the Republicans, and between Taft and the Democrats, and while the president put the question of reciprocity up to the Democrats in the recent Congress, the Democrats in the new Congress, which meets next month, will put up the question of a wholesale reduction of the tariff to the president, along with his measure of reciprocity. In other words, a wholesale reduction of the tariff will be hung on to the reciprocity bill, and the president will have to accept both or none.

So fierce is the tariff situation becoming in the United States that there is little hope of any settlement in any direction in regard to it until the presidential election next November.

The work that remains to be done, therefore, is for the people of Canada to continually agitate against the measure so that parliament will be justified in refusing to sanction it until the people have been consulted. Incidentally, it may here be mentioned that Montreal and the Province of Quebec are just as strong against the bill now before parliament as are the people of Ontario and Toronto. Sir Wilfrid Laurier, if he goes to Quebec on this issue, has no hope whatever of carrying one-half of the Province of Quebec. Whoever thought he would carry that province on this issue with a sweep has no foundation for that belief.

Anyone who banks on reciprocity becoming effective is leaning on a broken reed.

Senator Hale Still Active in Opposition

A Washington dispatch in the New York Herald says: "Eugene Hale of Maine, who retired from the Senate on March 4, got himself under such terrific headway in his efforts to defeat President Taft's Canadian reciprocity agreement that he has been unable to stop. Although supposed to be out of the Senate, he still is engaged in an active effort to defeat the bill. If he could do so he would shut the door to the source of food supplies across the northern border. President Taft now has the door pried open and is holding it with his foot inside awaiting the action of the new Congress."

"It is the scheme of the Maine man to so organize the committee on finance in the rearrangement of the Senate committees that it will be unfavorable to reciprocity. To do this he is willing, it is said, to throw dissection to the winds, take in Senator La Follette and Senator Cummings or go to almost any other extreme. His plan has been detected and it will not go through."

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TO ERECT NEW CONCRETE BUILDING.

FRANK E. DAVIS FISH

COMPANY FINDS MORE

ROOM NECESSARY.

To meet the needs of its large and steadily increasing business, the Frank E. Davis Fish Company is to erect on its Rogers street property, a three story, concrete and absolutely fire-proof building. The concern has been considering the move for some time and now has decided to build and various contractors are now figuring for the construction contract.

Frank E. Davis of the well-known concern, said today that as soon as the contract was awarded, which would be soon, actual work would be commenced right away. It was his intention to have a model structure to meet the needs of his fish business and every detail had been carefully studied and every want arranged for in the planning of the structure.

The present large wooden structure, which the concern now occupies, is to be moved back onto the wharf and the new building is to be put up on its site. Henry H. Parsons is now at work moving the building from its present site.

The new building is to be built entirely of concrete, and will absolutely fireproof. It is to be 85 by 60 feet, three stories in height on the Rogers street front and four stories on the rear, or wharf side.

It is the intention of the concern to utilize the first floor for offices, its large force making a great deal of office room necessary. The second floor will take care of the canned goods and packing department, while the skinning and otherwise preparing of fish will be done on the third floor, a part being set aside for storage of goods.

The building will be a splendid addition to the business life of the city. Densmore & LeClear of Boston are the architects and nothing has been omitted in the planning for the structure that is necessary to the carrying on of the big direct to the customer business, for which the concern is famous.

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POLLOCK SEINING A FAILURE.

Several of the Fleet are Home and are Full of Discouragement.

Several of the pollock seining fleet arrived home here from the eastward yesterday afternoon and during the night and the men are pretty well discouraged. They have had hard weather and the chance to look for fish has not even been a fair one. However, they have had some good days for looking about and in that time they have made long and wide cruises and have not seen a fish. The season thus far has been the biggest kind of a failure and is in marked contrast to last season when all the crafts in the fleet did well and landed a large amount of fish.

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Maine Discussing Dogfish.

The resolve calling upon the governor of the state of Maine to call a convention of the governors of all the states for the purpose of considering ways and means to exterminate the dogfish and calling upon Congress to make appropriations for reducing works so that dogfish may be converted into fertilizer and further providing for a bounty on dogfish, was supported by Luther Maddocks of Boothbay Harbor.

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FLEET IS HELD UP AGAIN.

RAINY SOUTHEASTER KEEPS FISHERMEN IDLE FOR ANOTHER DAY.

If it isn't one thing, it's another. For the last two days a northwest gale has howled and now today we have a rainy southeaster, and again the shore fleet is held up in port without a chance to fish and make a dollar. There were no arrivals during the night, but yesterday afternoon Sch. A. C. Newhall landed a small fresh fish trip to Lufkin & Tarr at the Port. It is handy time for some of the halibutlers to be showing up, and this easterly will probably bring some of them along.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. A. C. Newhall shore, 4000 lbs. fresh fish.
Sch. Pythian, pollock seining.
Sch. Olympia, pollock seining.
Steamer Bryda F., pollock seining.
Sch. Frances V. Sylvia, shore.
Sch. Mary DeCosta, via Boston.
Sch. Annie and Jennie, via Boston.
Sch. George H. Lube, shore.
Sch. Hockomock, shore.
Sch. Fitz A. Oakes, shore.
Sch. Tecumseh, shore.
Sch. Edith Silveira, shore.
Sch. Yankee, shore.

Vessels Sailed.

Sch. Esperanto, haddocking.
Sch. Harriet, haddocking.
Sch. Aspinet, haddocking.

Today's Fish Market.

Georges headline salt cod, \$5.55 for large and \$5.00 for medium.

Georges halibut, 10½¢ per lb., for white and 7½¢ for gray.

Bank halibut, 10¢ per lb., for white and 8¢ for gray, with the heads off.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80¢.

Cusk, large, \$1.75 per cwt.; medium, \$1.30; snappers 50¢.

Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Sch. Allen Greene Lost.

The northwest gale which swept the Atlantic seaboard Thursday resulted in the loss of the three-masted schooner Allen Greene, of Deer Island, Me., in Grand Passage, Bay of Fundy, Thursday night. Ambrose Annes of Rockland, Me., cook on board the schooner, was washed into the sea and drowned. The Greene was a frequent visitor at this port.

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AFTER GLOUCESTER MODELS.

Pacific Coast Fishermen Copying After the Well-Known Type of Boat.

The rapid expansion of the market for fresh halibut on the Pacific coast and the profits that have been made by the independent schooners have resulted in the encouragement of this branch of the industry and as a result a large number of new gasoline schooners have been built during the past year to ply out of Puget Sound. Over 20 big schooners have been added to the fleet, ranging in size from 50 to 100 feet in length and in power from 30 to 125 h. p.

Some of the boats that were built last spring have done remarkably well one of them netting 60 per cent. on its investment in the first four months of operation, and several of them paying for themselves in the first year. A number of these boats were launched last spring and participated in the summer fishing off Flatery and up the west shore of Vancouver island. Many more were built this fall and proceeded directly to Alaska, from whence they have been shipping their catches down to the markets in steamers.

Most of the new boats which have been added to the fleet in the past 12 months have been of the Gloucester model, with high freeboard and spoon bows. These models are very easy in a seaway and move easily through the water. With the adoption of the larger powered gasoline motors, these boats have come to rely less and less upon their sails, although most of them are schooner-rigged so that they can take advantage of a fair wind or fall back on their canvas in case of

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emergency. However, under their own power, they are capable of a speed of from 7 to 10 miles an hour, and it has been found that while they are slower than the steamers and not capable of so large a cargo, they can bring back two-thirds the amount of fish at less than half the expense. Some of these boats bring back as high as 60,000 to 80,000 pounds of halibut.

With the exception of the steel steamer Roman, which started fishing in April for the British Columbia Packers Association, no new steamers have been added to the fleet, the companies relying upon the vessels they already had and the increased amount of fish they have been able to purchase from the independent fishing schooners. One company, however, the San Juan Fishing & Packing Co. of Seattle added a new 100 foot schooner, the Comet, to its fleet, and its first year's operations have been very successful. It is more than likely that this company will build additional schooners in the future.

One new steamer, the Independence, has recently been constructed by Crawford & Reid of Tacoma, for Alexander Weiding of Seattle, and this boat will be added to the independent fleet shortly. Mr. Weiding already owns the steamer Weiding Bros., which has been fishing for the Occidental Fish Co. of Seattle.

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CAUGHT FISH ASLEEP.

Clarence Shafter, a 10-year-old boy of Muncy Dam, Pa., caught a 20-pound German carp recently by a unique method. Clarence said that he was walking along the shore, when he happened to see the big fish sitting near the river bank asleep. He waded out to the fish and putting both arms around it, threw it to the bank, he says, and it "never woke up until it hit." After it did "wake up," though, he had a tussle, but finally got it back in the field and then took it home.

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Portland Fish Notes.

There was a big quantity of cod eggs brought in here Friday, but strange to say, they were received from only one craft. She was the steamer Carrie and Mildred, the only one of the whole fleet that went out. Capt. George R. McLain, her skipper, landed about 3000 pounds of fish, fully half of which were haddock.

There was a large assortment of cod on board and from these 3,000,000 eggs were secured for the United States hatchery at Boothbay. They were taken in charge by government men and will be sent to Boothbay today on the train. This is the largest amount taken at any one time this season. It has been nearly a month since the last eggs were brought in.

Next week, the government fisheries steamer Gannet which has been receiving a new boiler at Boothbay, will return to service. She will signalize her going into commission again by looking after flounders.

The flat fish are particularly plentiful on this portion of the coast, and they run to large sizes. While flounders have been taken in seasons past by the Gannet, a still greater effort will be made this year to land them.

Fifty-five cents per pound was the price of lobsters in Portland Saturday, and that price is the highest price ever asked in this city. According to local dealers the price is liable to go higher and it is also probable that it will fall back to 25 cents per pound within a few days.

The cause of the record breaking high price is easily explained in the fact that all the local dealers are unable to get any lobsters.

After all the excitement over the herring question at Augusta this winter the outcome is finally settled on to the satisfaction of most of those interested is rather tame. The only practical difference in the programme decided on for the coming year as compared with previous seasons is that the owners of portable traps will have to get a license from the selectmen of the towns where the traps are located. This is something they have not hitherto been obliged to do, although where permanent traps have been located their owners have always been obliged to procure a license.

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Fish Alewives at Edgartown.

Cape alewives have made their appearance, and springtime has surely arrived, according to the belief of the fishermen along the coast.

Two barrels of these fish have been caught at Edgartown and sold in the market for food, and they brought, as they always do at this time of the year, fancy prices.